of the change may therefore have been about 1630 A.D. Chatar Singh first conquered Pingi; from there he advanced with some 200 men to Pádar, and, annexing it, founded the fort and town named after him Chatargarh, whose ruins or traces are still to be seen opposite to Atholi.

The place flourished well; forty years ago it had 140 houses —a large collection for this thinly-peopled country—nearly all enclosed within the four walls of the square fort. Water was brought to it from a ravine at some distance, being led across the plain in a wooden trough raised on a stone bank. I am told that on the founding of this town most of the followers of Chatar Singh settled there and formed the mass of the male population. Those who settled, whatever their caste—Brahman, Rájpút, or what—intermarried with the inhabitants and became practically Thakars. One of my informants told me that he himself was descended from a Brahman who was of that immigration, but now he could call himself nothing but a Thakar.

From Chatar Singh's time onwards Pádar remained comfortably under the Rajas of Chamba for five or six generations.

A late episode of that time I was told of by the Pádar people, and incline in the main to believe, though I have not verified the story. They say that about the year 1820 or 1825 A.D., they made up an expedition against Zánskár, and brought that country (which was held by a Bhot Raja, under Ladákh) to be so far tributary that every year 1000 rupees, besides musk-bags and other things, were sent by the ruler of Zánskár as nazar to the Chamba Raja. A strange feature of this business was that it was carried through by one Ratanú, a Thakar, a small landowner of Pádar, and not by orders from Chamba.

The event that led to the next change in Pádar was the invasion of Ladákh by the Jummoo troops under Zorawar Singh Kaltúr,* a leader in the service of Maharaja Gulab Singh, in 1834. Of this invasion an interesting account is given by Cunningham from an actor in it. At the end of the first year of the war in

* Kaltúr is the name of the tribe of Rájpúts (located near Simla), to which this bold leader belonged.

(c) The sepoys who attended at harvest to coerce the cultivators were removed. 651

(d) *Begar* in its more objectionable form was abolished, and the cultivators who had abandoned their lands for fear of being impressed under *begar* were recalled and settled on their lands.

(e) Occupancy rights of *zamindars* in undisputed lands were confirmed.

(f) Careful enquiry was made into the status of privileged holders of land. The special rates were continued for the term of the first Settlement, but were made subject to re-assessment. Lands in excess of the sanctioned area were, however, assessed at the ordinary rates, even in the case of privileged holders.

(g) Waste lands were entered as *khalsa*, but preferential right for acquiring such lands was granted to *asamis*.

(h) Permanent but non-alienable hereditary occupancy rights were granted to those who accepted the first assessment so long as the revenue was paid.

(i) All land was carefully evaluated on the basis of the next produce, previous collections and the possibility of irrigation.

Mr. Lawrence's work was followed after him by a succession of Settlement Officers. By 1912, practically every Tehsil and district directly administered by the Government was settled either for the first time or in revision. The State share of revenue was fixed at 30 per cent. of the gross produce.

Elementary education was provided throughout the State. Two first grade colleges and two technical schools besides nearly 50 secondary schools and over 600 primary schools were established. Two *zenana* Hospitals at Srinagar and Jammu and over 60 dispensaries in the *mufassil* were opened. Municipalities were established to look after the sanitation and water supply of the cities. Several irrigation canals were constructed in both the provinces. The longest of these, the Ranbir Canal, now serves an area of over a lakh of acres. Tanks were constructed in the *kandi illaqa* of Jammu. Electric installations for lighting and supply of power to factories and workshops were erected in Kashmir and at Jammu. A Flood Spill Channel for diverting the waters of the Jhelum at the time of floods was constructed. Dredging 871 743 364 312 377 312

carried away about 45,000 souls or other curses like the War or the big famines. The attacks of plague and cholera enumerated above have also been fewer and of lesser intensity and much loss of life was averted by the prompt and effective measures taken by the Medical and Health Departments.

Venereal Diseases.—Although the mortality figures under venereal diseases are not separately available for absence of a separate column in the death registers yet it is an established fact that these diseases are working great havoc amidst the population of Ramnagar, Basohli and other hilly tehsils of the Jammu Province, where the rate of increase in population is comparatively much lower. In order to prevent the further spread of this highly contagious disease and also to eradicate it in the localities where it holds away at present His Highness' Government opened a Venereal Diseases' Hospital under the charge of an Assistant Surgeon in the Ramnagar tehsil which has been treating the sufferers on Western lines and the ignorant rural population which formerly looked askance at the modern methods of treatment has now grown accustomed and shows considerable eagerness to avail themselves of the treatment. The work done by the hospital during the last 4 years is recorded in the following statement. The Chief Medical Officer, Jammu states that probably 80 per cent. of the adult population or less are tainted with syphilis and about 28 per cent. with gonorrhea, which seems to be an exaggerated view.

Year.	Syphilis.	Gonorrhea.	No. of injections given by Neo-Salvarsan.
1924-25 ..	849	31	660
1925-26 ..	1,155	90	1,143
1926-27 ..	919	135	1,104
1927-28 ..	2,004	181	2,273

During the decade under review the Government has been contributing in a greater measure towards the extension of the Medical Department and the annual expenditure which stood at Rs. 295,711 in 1921 rose to Rs. 469,397 in 1930 which gives an expenditure of 2 annas per head of population against 0-1-7 of 1921 and 0-0-10 of 1911.

Expenditure per head of population, 1931.	Rs. a. p.
State ..	0 2 6
Jammu Province ..	0 1 7
Kashmir " ..	0 2 9

The number of hospitals and dispensaries has increased from 76 in 1921 to 91 in 1930 and the increasing popularity of these institutions is evidenced by the regular increase in the number of out-patients from year to year. In 1921 the number of out-patients was 735,395 while in 1930 the number went up to 1,130,412 giving an increase of about 4 lacs or 56 per cent. in ten years. The number of operations (major and minor) rose from 22,309 in 1920 to 58,392 in 1930 *i. e.* an increase of over 200 per cent. in the decade.

30. Sanitation.—The expenditure on sanitation has also increased from Rs. 49,067 in 1921 to Rs. 67,552 in 1930 and the decade has been particularly favoured by attachment of greater attention of the authorities towards sanitary improvement. It has witnessed the inauguration of three new Notified Area Committees in Sopore, Udhampur and Mirpur towns, sanitation whereof is now entrusted to these Committees which receive a handsome contribution from the Government and also raise further funds by taxation. The two Municipalities in the cities of Jammu and Srinagar are of course looking after their respective sanitation through technical experts and sanitary staff. The various schemes of sanitary improvement particularly the Drainage and City Extension Schemes of Srinagar are already being put in proper shape and other schemes will it is hoped also receive sympathetic treatment in due course.

The total expenditure incurred by the Jammu Municipality during the decade is as under :—

	Rs.
Expenditure on Public Health	— 195,849
" " Sanitation and Sanitary Improvements	— 181,230
" " Public Instruction	— 3,921

86 streets were paved and drained, 42 were drained only, new pucca road and cart sullah were constructed, 2 roads were remodelled, and 300 lights were added.

31. **Improvement in Communications.**—The principal requisites for the material prosperity of a country is a sound system of communications by land, by water and during the recent progressive times also by air. By breaking up the isolation of the different parts of a country, bringing into closer and immediate contact the village and the town and enabling the speedier development of the agricultural, mineral and other industrial resources of the country a backward tract is soon brought to the front rank of civilized and advanced countries through the blessings of improved systems of transport and communications.

Want of suitable communications and transport facilities have proved great obstacles to the political and economic development of India and constitute still greater impediments in the case of our State. In India a large part of deficiency has been made up by the various systems of Railways and Roads which have worked great economic and social improvement by breaking up the isolation of the village, the immobility of labour and the conservatism of the people.

Unfortunately due to the hilly character of the country the average height of which is 5,000 feet above sea level and the mountain barriers that surround it, the work of improvement is not so easy and the progress cannot be expected to be as speedy as in the plains. In 1909 there was no continuous road to drive through to Kashmir although short isolated patches of small lengths between different towns. The routes were difficult and passed over dangerous passes and descents rendering the journey to Kashmir valley very difficult. Thanks to the generous grants sanctioned by His Highness' Government for improvement of communications from year to year that during the short period of 18 years we find that considerable progress has been made in this direction. The following are the principal road systems :—

The Jehlum Valley Road.—This road has a length of 132 miles from Srinagar to the Kohala Bridge where a further length of 44 miles of Kohala-Murree-Pindi route of the British territory connects the valley with the Punjab. Till the year 1922 this was the only road for vehicular communication between the Punjab and Kashmir. This road has no doubt opened up the country to a great extent and given great impetus to export and import trade which during the last decade has considerably increased in volume. The old type ekkas and bullock-carts a delapsome and costlier means of transport have been replaced by modern means of cheap and speedy transport by motor lorries. The increase of trade and traffic is evidenced by the increased revenue from the road toll which amounts to 3 lacs a year.

Gurhi-Habbakhak Road from Domel.—This road with a length of 23 miles links up the State with the Western border at Domel from where vehicular traffic passes over the Gurhi-Habbakhak road in the British territory till it joins Railway at Abbottabad. During the decade improvements costing Rs. 97,531 were effected on this road.

The Banihal Cart Road.—Both the above routes to Srinagar being roughly oval valleys did not bring their close touch between the two provinces